

# SPECIFICATION

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## ***VEHICLE COLLISION SEVERITY ESTIMATION SYSTEM***

### Background of Invention

- [0001] The present invention relates generally to collision mitigation and avoidance systems for automotive vehicles, and more particularly, to a method and system for estimating collision severity between a host vehicle and an impending target object during assessment of a potential collision event.
- [0002] Collision warning and countermeasure systems are becoming more widely used. Collision warning systems and countermeasure systems can decrease the probability of and the energy imparted in a potential collision or injury. Collision warning systems provide a vehicle operator increased knowledge and awareness of threatening objects or vehicles within a close proximity so as to reduce the probability of colliding with those objects. Countermeasure systems exist in various passive and active forms. Some countermeasure systems are used to potentially decrease the energy of a collision, while others are used to aid in the prevention and reduction of injury to a vehicle operator.
- [0003] Collision warning systems and countermeasure systems currently exist in various forms. Certain collision warning systems and countermeasure systems are able to sense a vehicle or object in a close proximity to a host vehicle and warn the host vehicle operator, such that the operator can take precautionary steps to prevent a collision or injury. Other collision warning systems and countermeasure systems activate passive or active countermeasures such as air bags, load limiting seat belts, or brake control whereby the system itself aids in preventing a collision or injury.
- [0004] To further prevent injury, a better understanding and determination of collision severity is desired. Knowledge of collision severity corresponding to a potential

collision event can allow for refined preventative countermeasure actions to be performed before the collision event occurs, over existing collision countermeasure systems, to further decrease the severity and probability of an injury.

[0005] A good estimate of collision severity between a host vehicle and an impending target object requires knowledge of velocities and masses of both the host vehicle and the target object. Upon determining the velocities and masses of the host vehicle and the target object, kinetic energy of each is ascertainable, which may then be related to collision severity of a potential collision event.

[0006] Velocity and mass of a host vehicle is readily obtainable. On the other hand velocity and mass determination of the target object is more difficult to obtain. Current active electro-magnetic wave ranging devices such as radar and lidar are capable of measuring velocity, but are incapable of measuring mass of the target object.

[0007] Therefore, it would be desirable to provide an improved safety countermeasure system for an automotive vehicle with increased collision severity intelligence.

## Summary of Invention

[0008] The present invention provides a method and system for estimating collision severity between a host vehicle and a target object during assessment of a potential collision. A collision severity estimation system for an automotive vehicle is provided. The system includes one or more object detection sensors detecting an object and generating a first object detection signal. A controller is electrically coupled to the object detection sensors and determines motion properties of the object relative to the automotive vehicle and generates an object motion signal in response to the first object detection signal. The controller generates a collision severity signal indicative of a potential collision between the automotive vehicle and the object in response to the object motion signal.

[0009] A method of determining motion properties of the object is also provided. The method includes detecting an object and generating a first object detection signal. Velocity of the object, relative to the automotive vehicle, is determined in response to the first object detection signal and a first object velocity signal is generated. Visual

parameters of the object are determined in response to the first object detection signal and an object parameter signal is generated. The motion properties of the object are determined in response to the first object velocity signal and the object parameter signal. A method of determining potential collision severity between the vehicle and the object is further provided.

[0010] One of several advantages of the present invention is the ability to estimate mass of a target object. Estimation of target object mass allows for determination of target object kinetic energy, which allows for determination of potential collision severity between the host vehicle and the target object. Collision severity prediction provides increased collision countermeasure system performance by allowing collision countermeasures to tailor its response according to the particular potential collision situation and thereby further preventing injury.

[0011] Another advantage of the present invention is system versatility and performance capability, through the use of one or more object detection sensors of various type and style. The combination of multiple sensor types reduces image-processing time and increases the number and accuracy of the measured object states and characteristics. This in turn increases measurement quality, which corresponds to better object classification and mass prediction.

[0012] The present invention itself, together with attendant advantages, will be best understood by reference to the following detailed description, taken in conjunction with the accompanying figures.

## Brief Description of Drawings

[0013] For a more complete understanding of this invention reference should now be had to the embodiments illustrated in greater detail in the accompanying figures and described below by way of examples of the invention wherein:

[0014] Figure 1 is a block diagrammatic view of a vehicle collision severity estimation system for an automotive vehicle in accordance with an embodiment of the present invention;

[0015] Figure 2 is a logic flow diagram illustrating a method of determining kinetic

energy of an object relative to an automotive vehicle in accordance with an embodiment of the present invention; and

[0016] Figure 3 is a logic flow diagram illustrating a method of performing a collision countermeasure within an automotive vehicle in accordance with another embodiment of the present invention.

## Detailed Description

[0017] While the present invention is described with respect to a method and system for estimating collision severity between a host vehicle and a target object during assessment of a potential collision, the present invention may be adapted to be used in various systems including: automotive vehicle systems, control systems, hybrid-electric vehicle systems, or other applications utilizing active or passive countermeasure devices.

[0018] In the following description, various operating parameters and components are described for one constructed embodiment. These specific parameters and components are included as examples and are not meant to be limiting.

[0019] Referring now to Figure 1, a block diagrammatic view of a vehicle collision severity estimation system 10 for an automotive vehicle 12 in accordance with an embodiment of the present invention is shown. The system 10 includes one or more object detection sensors 14. The object detection sensors 14 as well as a host vehicle velocity sensor 16 and countermeasure systems 18 are electrically coupled to a controller 20. The controller 20 receives object detection signals from the object detection sensors 14 and a host vehicle velocity signal from the velocity sensor 16 and generates a collision countermeasure signal. The countermeasure devices 18 receive the collision countermeasure signal and perform a countermeasure prior to a collision event to mitigate or prevent injury during the collision event.

[0020] The object detection sensors 14 may include one or more cameras 22 and active electro-magnetic wave-ranging devices 24, or either alone. The cameras 22 may be robotic cameras or other visual imaging cameras known in the art. The cameras 22 may be used monocular or as a binocular (stereo) pair to obtain height, width, depth, distance, velocity, and any other visual feature information of a target object. The

state of the art today requires a stereo pair of cameras to accurately determine distance and velocity. This however adds both cost and complexity to the system. The wave-ranging devices 24 may include radar, lidar, cameras with active infrared illumination, or other known wave-ranging devices known in the art. The wave-ranging devices 24 may also detect height, width, depth, distance and velocity information of a detected object. As opposing to the cameras 22 the wave-ranging devices 24 have different cost and performance limitations. Due to costs of various wave-ranging devices, present wave-ranging devices that are capable of accurately determining object height are impractical for vehicle production. Also, accuracy of inexpensive wave-ranging devices, in determining width of an object, is low due to poor clarity. Therefore, practical use of wave-ranging devices is limited to determining distance and velocity, and coarse width, of an object.

[0021] Thus, one envisioned embodiment of the present invention includes the use of one or more cameras 22 for height and width and visual feature information and the use of wave-ranging devices 24 to determine velocity information of the target object. The cameras 22 generate a first object detection signal for a potentially collidable target object, which contains the height and width information. Target object information such as visual cues and features is also obtainable from the first object detection signal. The wave-ranging devices 24 generate a second object detection signal upon detecting a potentially collidable target object. The second object detection signal contains velocity information of the target object. The target object velocity information includes distance between the host vehicle 12 and the target object, range rate of the target object relative to the host vehicle 12, and angle of the target object relative to a centerline A of the host vehicle 12.

[0022] System 10 is versatile in that various combinations of object detection sensors and sensor types may be utilized to satisfy various applications. Existing automotive vehicle existing object detection sensors, may also be used, minimizing the amount of addition vehicle components necessary for system 10 to operate. The combination of multiple sensor types also reduces image-processing time and increases image quality of the target object as observed from the controller 20 through the use of the object detection sensors 14.

[0023] The velocity sensor 16 may be of various type and style known in the art. The velocity sensor 16 may be a rotational sensor located on an engine, a transmission, an axle, a wheel, or other component of the host vehicle 12 as to determine traveling velocity of the host vehicle 12. Or, the sensor may be a linear accelerometer.

[0024] The controller 20 is preferably microprocessor based such as a computer having a central processing unit, memory (RAM and/or ROM), and associated input and output buses. The controller 20 may be a portion of a central vehicle main control unit, an interactive vehicle dynamics module, a restraints control module, a main safety controller, or a stand-alone controller.

[0025] The countermeasure systems 18 may include passive countermeasure systems 26 or active countermeasures systems 28. The passive countermeasure systems 26 may include internal air bag control, seatbelt control, knee bolster control, head restraint control, load limiting pedal control, load limiting steering control, pretensioner control, external air bag control, and pedestrian protection control. Pretensioner control may include control over pyrotechnics and seat belt pretensioners. Air bag control may include control over front, side, curtain, hood, dash, or other type air bags. Pedestrian protection control may include controlling a deployable vehicle hood, a bumper system, or other pedestrian protective devices. The active countermeasure systems 28 may include brake control, throttle control, steering control, suspension control, transmission control, and other chassis control systems.

[0026] The controller 20 includes an object velocity estimator 30, an object visual parameter evaluator 32, object classification module 34 and a motion property estimator 36. The velocity estimator 30, the parameter evaluator 32, the classification module 34, and the motion property estimator 36 may be software or hardware based components. The object velocity estimator 30 determines velocity of the object relative to the host vehicle 12 in response to the first object detection signal and generates a first object velocity signal. The object visual parameter evaluator 32 determines a visual parameter of the object in response to the first object detection signal and generates an object parameter signal. The classification module 34 determines a classification of the target object in response to the object parameter signal and generates a classification signal. The motion property estimator 36

determines motion properties of the object in response to the first object velocity signal and the classification signal and generates an object motion signal.

[0027] Referring now to Figure 2, a logic flow diagram illustrating a method of determining motion properties of an object relative to the host vehicle 12 in accordance with an embodiment of the present invention, is shown.

[0028] In step 100, the cameras 22 and the wave-ranging devices 24 detect a target object and generate the first object detection signal and the second object detection signal, respectively. The target object may be any one or more of the following: a target vehicle, a stopped object, a moving object, a bridge, construction equipment, a sign, an animate or inanimate object, or other object.

[0029] In step 102, the velocity estimator 30 determines traveling velocity of the target object relative to the host vehicle 12 in response to the second object detection signal and generates an object velocity signal.

[0030] In step 104, the parameter evaluator 32 determines one or more parameters of the target object in response to one or both of the first object detection signal and the second object detection signal and generates an object parameter signal. The parameters may include object height, object width, object depth, a surface shape of the object, or other visual or non-visual object characteristics.

[0031] In step 106, the target object is classified and a classification signal is generated. An indefinite amount of classes may be created within the controller 20. The classes may be identified using information contained within the object parameter signal such as size, shape, visual cues, visual features, or other object characteristics, which may then be correlated to various objects. For example, mass of objects in a particular class may have a given average range of mass values that correlate to a particular vehicle classification such as heavy-duty trucks, automobiles, or motorcycles.

[0032] In one embodiment of the present invention, the object classes are identified by average cross-sectional areas or volumes of objects in each particular class. An area signal or a volume signal is generated in response to the object parameter signal. Height, width, and depth information are used as perceived from the object detection sensors 14 to determine area or volume of the target object to predict mass of the

target object and generate an object mass signal in response to the area signal or the volume signal. The controller 20 may estimate the mass of the target object through the use of look-up tables containing the object classes corresponding to various object parameters and characteristics.

[0033] In step 108, the motion property estimator 34 determines motion properties of the target object in response to the first object velocity signal and the object parameter signal. Motion properties of the target object is determined in response to the object velocity signal and the object mass signal. Motion properties include mass and velocity of an object or any combination thereof. The motion properties in that they may be any combination of mass and velocity may also be kinetic energy or momentum. The object class is multiplied by the square of the object velocity to generate kinetic energy or momentum of the target object. The kinetic energy or momentum of the target object is directly related to the potential collision severity of a predicted collision event between the host vehicle 12 and the target object.

[0034] Referring now to Figure 3, a logic flow diagram illustrating a method of performing a collision countermeasure within the host vehicle 12 in accordance with an embodiment of the present invention, is shown.

[0035] In step 110, motion properties of the host vehicle 12 are determined and a vehicle motion signal is generated. Kinetic energy or momentum of the host vehicle 12 is determined by multiplying a known mass of the host vehicle 12 by the squared traveling velocity of the host vehicle 12.

[0036] In step 112, a target object is detected and an object detection signal is generated as described above, in step 100.

[0037] In step 114, velocity of the target object is determined in response to the object detection signal and an object velocity signal is generated as stated above, in step 102.

[0038] In step 116, one or more parameters of the target object are determined and an object parameter signal is generated as described in step 104.

[0039] In step 118, potential collision severity of the host vehicle 12 and the target object



in response to the vehicle motion signal, the object velocity signal, and the object parameter signal is determined and a collision severity signal is generated. The difference in kinetic energy or momentum of the host vehicle 12 and the kinetic energy or momentum of the target object is multiplied by a class severity rating to determine collision severity. The kinetic energies or momentums are directly related to the collision severity such that the larger the resulting difference between the kinetic energies or momentums of the host vehicle 12 and the target object, the larger the collision severity.

[0040] In step 120, the controller 20 performs or activates a collision countermeasure 18 in response to the collision severity signal. The collision countermeasure 18 may be a passive countermeasure 26 or an active countermeasure 28 as described above.

[0041] The above-described steps in Figures 2 and 3 are meant to be an illustrative example, the steps may be performed synchronously or in a different order depending upon the application. The steps may also be altered to perform similar or related operations, which is also dependent upon the application.

[0042] The present invention therefore provides an improved collision countermeasure system. In predicting kinetic energy of an impending object the present invention activates collision countermeasures in a refined manner as to provide improved injury prevention. Thereby, potentially increasing safety of an automotive vehicle.

[0043] The above-described apparatus, to one skilled in the art, is capable of being adapted for various purposes and is not limited to the following systems: automotive vehicle systems, control systems, hybrid-electric vehicle systems, or other applications utilizing active or passive countermeasure devices. The above-described invention may also be varied without deviating from the spirit and scope of the invention as contemplated by the following claims.